

CHEAP CANDY MAY ALSO BE HARMLESS

Confectioners Seek to Make
the Product Pure.

EVERY PRECAUTION IS TAKEN

Association of Manufacturers Has
Long Waged War Against "Poisoned
Candies"—Makers Prosecuted
by Members of the Trade—Ap-
prove Work of Dr. Wiley.

There is no reason, say the Wash-
ington confectioners, why cheap candies are
not good. As a matter of fact, many of
the high-grade manufacturers turn out
some of the lower priced candies as well
as the sort for which they get the big
prices. Cheap candies as well as ex-
pensive ones are pure. That is the standard
the confectioners of the country have set,
and it is that to which they hold.

As one man expresses it: "If a young
man wants to give a box of candy to a
girl it is the name on the box that makes
all the difference. She knows from the
name that the candy costs so much a
pound, and that means something to her.
But the candies are not, after all, so
much different from the higher priced
kind. In fact, all the candy that is made
by reputable confectioners in this country
is good and pure."

Harmful if Impure.
If the candies were not pure, it is
argued, why should there not be whole-
sale deaths because of it? There are
millions of pounds turned out annually
in this country. If there was so much
impure candy as many persons affect to
believe, there certainly should be a great
deal of illness and death directly trace-
able to it. But the often-repeated asser-
tion of the confectioners that in twenty-
odd years the hardest work and the most
careful searching has failed to develop a
single case of death from candy poison-
ing stands by itself. That should shut off
the discussion of whether or not danger-
ous stuffs enter into the manufacture of
confectionery.

There have been deaths which followed
the eating of candy by children and by
others. But not because there was any-
thing poisonous in the confectionery. It
is dangerous to drink too much milk; to
eat too much meat; to eat or drink any-
thing in excess. That has been the case,
time and again, when deaths have been
ascribed to candy poisoning. Persons
who overeat of candy or of anything else
are likely to fall very ill, and in some
cases die. But that is not blameable to
the candy, or the other things eaten or
drank, but to the incontinence of the
person affected.

What Makers Are Doing.
The Confectioners' Association, which
has been waging a twenty-five years' war
on behalf of pure confectionery and has
acted all along as an advance agent of
the pure food laws, has been to the
trouble of collecting the cases where
death has been ascribed to the eating of
candies. Every one of these instances of
poisoning has been investigated, much as
the standing of commercial concerns is
looked into.

The association in a report has letters
and replies interchanged in the course
of such investigations, and has emerged
triumphantly at the end of its long cam-
paign, which it still is prosecuting vigor-
ously, with a total of no cases proved
against candy and hundreds proved
against all other sorts of causes.

The manufacturers have made every ef-
fort for years to see that there was no
such badly made candy on the market.
They are among the first to be eager
to prosecute any maker who can be
found to have put out any such stuff.
They want the industry kept as clean as
it deserves to be, because they well know
that children are among the main con-
sumers of cheap grades of candy, and it
is doubly necessary that care should be
taken with them.

Much Starch Used.
When candies are sold at the price of
the sugar that should go into them, it is
safe to assume that sugar does not enter
into their composition. In the South,
where much candy of very low price is
made and sold to the negroes, for in-
stance, the chief component is not sugar,
but starch. This is harmless, but much
cheaper than sugar. The digestive pro-
cesses convert starch into sugar, so that
the net result to the system is the same.
But even these exceptionally cheap can-
dies do not contain anything deleterious.

The slogan, so to speak, of the candy
manufacturers is: "Overindulgence must
be regulated by the consumer himself."
Purity and wholesomeness by the man-
ufacturer. Any sickness that has resulted
from eating candy has in every case been
found to have been caused by indiscre-
tious eating of candy, and not by the
results in eating any other food prod-
uct.

It has been a surprise to some persons
to discover that the wholesale confection-
ers as a body are not only on the prac-
tice injurious adulteration, but that they
are most deeply interested and keenly in
earnest to suppress any such practices.
The confectioners away back in the late
1870s secured the passage of stringent laws
against the injurious adulteration of can-
dies in nine States—New York, Ohio,
Pennsylvania, Tennessee, Massachusetts,
Michigan, Illinois, Kentucky, and Wis-
consin—and began like movements in
practically all the other States that soon
followed.

States Ahead of Nation.
They were that much ahead of the pure
food and drugs legislation enacted
against adulteration by the government
through the activities of its bureau in
the Department of Agriculture. The as-
sociation is heartily in accord with Dr.
Wiley in what he has done with regard
to adulterants in candy.

Very close to one hundred cases figure
in the lists that the manufacturers have
traced down in the course of the years
since 1830. In not one of these cases has
it been shown definitely that candy was
to blame in any other way than in caus-
ing the death or sickness through over-
indulgence. Overeating of candy when it
caused death or illness is set forth
frankly.

But there are many cases in which sev-
eral inquiries failed to elicit response. In
several, indeed, many, cases two and three
letters each to the doctors, coroners, and
law officers concerned did not bring any
replies to the inquiries of the association.
In two cases there proved to be no such
families involved in any trouble.

Where cause of death was ascertained
beyond any doubt, it was shown to be
from cerebro-spinal meningitis, ptomaine
poisoning, or acute indigestion in the ma-
jority of cases.

Real Causes of Death.
Poison spread on a stick of candy for
rats only caused the death of one child.
Another ate bad fruits; overeating of
hard-boiled eggs caused the death of an-
other delicate child. In many cases a
general debility of the system and the
fact that the children were permitted to
eat a lot of candy and other injurious
stuff notwithstanding was responsible for

COZY HOME IN SAUL'S ADDITION.



Residence of J. M. Lowe, Fourteenth and Delafield streets northwest.
Designed by A. H. Beers; built by Harry Wardman. Cost about \$85-
500.

TORCH THAT MELTS STEEL LIKE WAX

Used in the West to Restore
Broken Castings.

BANK VAULTS ARE "EASY"

Fire Finger of Oxy-acetylene Flame
Goes Through Burglar-proof De-
vices as a Knife Through Cheese.

Was Invented by Frenchman for
Manufacturing Purposes.

A man wearing green goggles stood in
a small workshop in Kansas City the
other day manipulating a device that has
given a new meaning to the process of
welding and is capable of destroying al-
most any kind of steel or iron construction
hitherto made. The device is a torch
carrying an acetylene-oxygen flame
capable of melting anything in metals.

The Kansas City Star describes the op-
eration of the device as follows:

Holding in one hand a brass torch of
peculiar design, the operator with his
free hand lighted a match and applied it
to the tip of the torch. A yellow flame
shot out. Then he turned to a steel cyl-
inder and twisted a stop-cock. A muffled
explosion followed and the yellow flame
disappeared. Instantly in its place at the
tip of the torch, with the uniting of
two gases, acetylene and oxygen, there
appeared a bulb of fire, dazzling, white,
and about the size of a small capsule.

That small, capsule-like flame repre-
sented the hottest fire that ever has been
produced on earth. The temperature at
the point of the torch was 5,250 degrees
Fahrenheit. The hottest fire produced by
any other means is made by the electric
furnace and it registers only 5,024 de-
grees Fahrenheit.

Oxy-acetylene Torch.
The man manipulating the torch was
Frank Harvey, of Kansas City. The
torch is known as the oxy-acetylene
torch and has been used in the United
States about fourteen months. It is the
invention of a Frenchman.

Mr. Harvey applied the fiercely glowing
little bulb to a firebrick. The brick was
boiling almost the instant the flame was
applied and shrank into a molasses-like
lump.

A piece of manganese sheet steel, the
hardest steel known to science, was
placed in a vise and the flame applied.
There was a sputtering shower of sparks
and the flame went through the sub-
stance with much the same ease that a
knife cuts cheese, while the loose end
rattled to the floor. The hardest steel
drill, working steadily ten hours a day
for thirty days, by actual test, makes no
impression on this steel.

A piece of sheet steel an eighth of an
inch thick was held between the lips of
a pair of pliers while the man with the
torch "pecked" at it with the little burn-
ing bulb. Wherever the bulb touched
there was a sizzling sound, such as is
made by red-hot iron when it comes in
contact with water, and a hole, clean-
cut through the solid sheet steel, ap-
peared.

Cast iron boiled and bubbled and ran
in a rivulet when the man with the green
goggles touched it with his wonder-
working wand.

"Burglar-proof" Vaults Easy.
"I can cut figure eights and letter S's
through the thickest steel walls of any
so-called burglar-proof bank vault in
Kansas City," Mr. Harvey coolly an-
nounced, "and I can do it in less time
than it will take any detective on the
police force to walk from the city hall to
the post-office."

This statement simply means that the
bank vaults of Kansas City are about as
secure as a paper-mache box when they
come to the test of resisting the devour-
ing flame of the oxy-acetylene torch. A
hole large enough to admit a man's body
can be burned in absolute silence and in
fifteen minutes' time in any steel safe
ever made, and with an outfit a "crack-
man" could carry in a couple of travel-
ing bags.

"Some bankers out in Kansas—there
were five of them—didn't believe a white

death. Excessive eating of pickles killed
two children, whose deaths at first were
laid to eating poisoned candy.

In every case where it was possible to
obtain a sample of the candy which was
supposed to have caused death, analyses
were made. In all these cases the chemist
so examining did not discover any poisons.
It was made clearly to appear from the
record of the association that the first im-
pulse seems to be that relatives will
ascribe to candy, poisoned so-called, the
deaths of children, when later and mat-
urer considerations will prove the demise
to be attributable to quite other causes.

This condition has greatly distressed the
manufacturers, who are conducting a
campaign of education in their attempts
to make persons understand that it is
not necessarily the fault of candy if chil-
dren die.

It distresses them all the more, because
practically all these cases reported are
of children. It puts them apparently in
the guise of inhuman monsters delib-
erately poisoning their wares, even though
possessed of the knowledge that children
will be the chief consumers of them.
Business, with all its struggles and com-
petition, does not make any such demand
on these men, and they resent the charac-
ters that are forced upon them of being
fendish purveyors of impure foods. That
is a chief reason why they have gone to
all the trouble and expense in the last
quarter century to fight against these re-
ports of poisoned candy.

so that they needed a burglar alarm
system which an agent was trying to sell
them," Mr. Harvey said, "so this agent,
who was familiar with the oxy-acetylene
torch and its possibilities in the hands
of criminals, brought these bankers to
Kansas City for a demonstration in our
laboratory. The bankers had said that
their vaults were proof against any
crackman who ever carried a dark lan-
tern. Well, the agent brought them down
here and they saw what this torch could
do. That night when the bankers went
back to Kansas they left behind them in
the hands of the agent five orders for as
many burglar alarm systems."

The All-destroying Torch.

The secret of the oxy-acetylene torch's
power lies in localizing the terrific heat
in the small compass of a torch tip. Both
the terrific heat produced by combining
acetylene and oxygen gases and the torch
for utilizing it owe their discovery to
Frenchmen.

In 1856 M. H. Le Chatelier found
that the combination of acetylene and
pure oxygen would produce the most in-
tense heat known to science. It was six
years later that Edward Fouché, another
Frenchman, invented the torch that made
possible the practical and commercial
utilization of this discovery. Fouché
fashioned his torch with such skill that
any contingency which might render it
dangerous has been provided against.
The nozzle of the torch, although appar-
ently coming in direct contact with the
burning bulb, is almost imperceptibly
separated from it by a thin "wedge" of
atmosphere, created by the pressure from
the big plants and the gas tanks. While the
torch's nozzle and the intense heat cre-
ated by the united burning gases is al-
ways cool-protected by the outgoing
gases under pressure.

French Burglars Use It.

Neither M. Le Chatelier nor M. Fouché,
of course, figured on providing first aids
to bank robbers in perfecting these as-
tonishing inventions, although the com-
bination has been used in France in sev-
eral notable bank robberies. The chief
end of the invention has been in its com-
mercial application, and with this object
in view the American rights to the pa-
tents were purchased by a New York
firm, which has established in Kansas
City a Western office and laboratory.

Every day in Kansas City seeming
miracles are performed by the torch and
the tiny flame. Huge castings weighing
hundreds of pounds are brought in, bro-
ken, from the big plants and packed in
houses in West bottoms. Formerly they
were consigned to the scrap heap. Now
the oxy-acetylene torch brings the sepa-
rated molecules of the breaks together
and heats and fuses jagged breaks in the
solid iron, as one piece of soft solder is
welded to another. If the gaps in the
broken iron are too great to bring to-
gether, the sorcerer of the torch turns
steel into a molten stream which fills
the break and not only is as good as
new, but is better.

MAY REORGANIZE SEABOARD

Showing of Traffic Returns Gives
Confidence.

Committee Has Taken No Steps Be-
yond Accumulation of Con-
siderable Data.

Baltimore, April 10.—There is much talk
in local financial circles in favor of an
early reorganization of the Seaboard Air
Line Railway, thought this view is not
shared by the more substantial interests
in the property, and the feeling in circles
where the character of the work the re-
ceivers are doing is known and appreciated
is that the interests of all concerned
would be best served by allowing them
to continue in control for two years.

Those who favor reorganizing the sys-
tem without delay are influenced by the
encouraging traffic returns since Oc-
tober, especially for February, which
showed the largest increase both in
gross and net of any month since Re-
ceivers Warfield, Williams, and Duncan
were placed in charge of the company,
and the smallest ratio of operating ex-
penses to gross earnings of any month
in the history of the road.

The Seaboard Air Line is more than
earning fixed charges, including interest
on all classes of bonds, and floating debt
and receivers' certificates. The Atlanta
and Birmingham is earning an interest on
its first mortgage 4 per cent bonds. It
is not on the second mortgage bonds, which
are held by the Seaboard Air Line.

The receivers have introduced business
methods in all departments. They have
put an end to the extravagance and
waste which prevailed under the old
regime, and now economy is the watch-
word from one end of the system to
the other. The physical condition has
been brought up to a high state of ef-
ficiency, the cost of operating, including
taxes, having been reduced from 55 per
cent and more to approximately 48 per
cent, and the indications are this item
will be further reduced.

The foregoing are some of the facts
pointed to as justifying early reorganiza-
tion, but those who oppose action along
these lines are convinced that the receivers
obtained such splendid results with their
plans only partly finished, even better
results will be shown when all the im-
provements contemplated are made, and
in the circumstances it would seem to be
the better plan to give the receivers a
free hand for two years more, by which
time it will be possible to restore the
property without assessing the stocks or
scaling the bonds.

So far as the reorganization committee
is concerned, it has not considered a
plan seriously for rehabilitating the road.
It has, however, fortified itself with facts
and figures, including the report of John
F. Wallace, the expert, who spent sev-
eral months going over the line, and is
in position to formulate a plan whenever
it thinks the time opportune.

AUTO'S EVOLUTION TAKES TEN YEARS

American Industry Comes Up
Like Mushroom.

STANDS WITHOUT A PARALLEL

United States Owe Less to Foreign
Countries Than They Do to America
in Development of Mechanical Ve-
hicle—Cars Produced Here Surpass
Anything Made Abroad.

By E. F. CHAFFANT,
(Manager Association of Licensed Automobile Manufacturers.)

It is well known that the last ten years
have seen a revolutionary change in the
design and construction of automobiles.
Hardly 10 per cent of the American fac-
tories now producing automobiles could
have been considered as running system-
atized organizations ten years ago. To-
day the members of the Association of
Licensed Automobile Manufacturers have
highly developed and extensive produc-
tion systems and factories. This means
practically that a large industry has
been established in a decade.

Compared with this, only detail im-
provements have been made in loco-
motive design or coach building during the
same period, nor have horse-drawn ve-
hicles for freight haulage been materially
changed. Only those coach builders who
have been associated with the automobile
industry have radically changed their
methods of manufacture.

Carrriages Have Rubber Tires.

Following the example of the auto-
mobile, horse-drawn vehicles for city use
are now shown almost universally with
rubber tires.

As to locomotives, consider as a fair
basis of comparison their development to
have begun in 1825, after the experi-
mental stage was over. From 1825 to 1875
the locomotive experienced no greater de-
velopment than has the automobile in its
ten years. As to the coach indus-
try, no fifty years of its history ever
showed a development as rapid as that
of the automobile in the last decade.

It is pretty generally acknowledged that
down to a certain point production is
more properly indicative of manufactur-
ing development than value of product.
In comparative numbers produced in the
field under discussion, not until 1889
had one of our locomotive manufactur-
ers produced his ten thousandth loco-
motive. The same manufacturer completed
ten thousandth of locomotives by 1902.
The first year of the first ten thousandth
thousand and thirteen years for the sec-
ond ten thousandth. Incidentally, it took
thirty years to produce the first thousand.
Starting from practically nothing, a
number of American automobile plants
have each produced over ten thousand
automobiles since 1902.

America and Foreign Countries.

The relative amount of credit due differ-
ent countries for the development and
production of the automobile should be
clear. Yet the subject is not fully un-
derstood and is repeatedly befogged by
articles appearing in special "industrial,"
"business," and "prosperity" editions of
newspapers.

While Selden's patent was pending, and
some years after its filing, Benz, and then
Daimler, in Germany, from whose work
European automobile development re-
sulted, started their work and made ve-
hicles embodying all the essential fea-
tures of the Selden invention. In due
course Selden's patent was issued, in
November, 1895. And after the long
scrutiny given his application by the
United States Patent Office, upon the
issue of the patent the Commissioner of
Patents referred to it in his current an-
nual in the following language:

"Selden received a patent which may be
considered the pioneer invention in the
application of the compression gas en-
gine to road or horseless carriage use."
To say as a generalization that the
American car followed the design of the
foreign car is wrong. There are many
car elements which originated in
America and have been used abroad
early as 1898 and 1899 American makes
of cars included the arrangement of vertical
cylinder engine in front, substantially on
the lines of the present-day automobile;
while at that time some of the well-
known makers of foreign cars had the
engine under the seat or horizontally ar-
ranged, the position of the radiators being
frequently on the roof or under the car.
Then for venturi valves had the motor
driven, and the motor driven by the motor
mounted in odd fashion, in different ways
in the rear of the car, on or close to the
axle. The small car originating in Amer-
ica, acknowledged as having been the
stimulus of quantity production, was
copied by European makers.

Features Borrowed from Abroad.

Features which have been gradually ac-
cepted in design generally can, of course,
be traced frequently to some claimed for-
eign source. The student of the sub-
ject finds but a natural development of
construction. In many elements the prod-
uct of American brains and ability. As a
result of several years' work by the best
men, a popular design for large cars has
resulted, and that design is being im-
proved by construction separately ap-
proaching in early vehicles, the joint produc-
tion of foreign and American engineers.

We also now have a substantially stand-
ard arrangement in small cars, wherein
features most largely the production of
American engineers are dominant. Inciden-
tally, Americans were the first to in-
troduce both aluminum and nickel steel
into automobile construction. The first
tires of vulcanized rubber were also
used to Americans. Electric ignition was
also used on American cars as early as 1882;
the French did not introduce it until
1895, and then only on a few cars.

America preceded Europe by using mag-
netos for electric source of ignition in
1887. Continuous throttle control of the
motor was first used in this country, ap-
plying Europe. American machines of
quiet-running qualities were very early
superior by comparison with foreign
machines.

The American Car of To-day.

For perfection of design appropriate to
the load and conditions of employment;
for excellence of material and accurate
workmanship, American-built automobiles
cannot be beaten anywhere in the world.
For efficiency and aggressiveness, Amer-
ican mechanics are the best. American
machine tools, it is admitted generally,
lead the world. One of the French pion-
ier automobile makers said some years
ago that if it had not been for the fact
that American houses were in a position
to supply certain types of lathes, drilling
machines, gear-cutting appliances, and
other intricate pieces of mechanism when
the automobile movement began to ex-
pand, a popular self-propelled road ve-
hicle could never have been considered
by the makers, and all classes of auto-
mobiles would necessarily have remained
at extravagant prices. This condition of
European automobile makers turning to
America for modern appliances and new
ingenious machines, which makes possi-
ble producing higher grade automobiles
at less cost, obtaining to-day, reverses
the work of the mechanical branch of
the Association of Licensed Automobile

Manufacturers, in automobile engineer-
ing, is original research connected with
raw and finished material, and in the
establishment and intelligent use of me-
chanical and material standards is with-
out parallel.

It Is Strenuous Business.

Automobile manufacturing is strenuous
business. Highly accurate manufacturing
methods are necessary; materials possess-
ing enormous strength and various prop-
erties undreamed of heretofore are used.
The mastery of the industry is the co-
operative work of the members of the
A. L. A. M. in making deductions from
the possibilities of the constantly chang-
ing business and construction conditions,
in the marketing of the product, and in
the advancement of fundamental and de-
tail matters of vital interest to manu-
facturer, dealer, and user.

Many men of first-rate ability, consid-
ered from any viewpoint, are connected
in some way or other with the auto-
mobile industry, feeling instinctively the vast
importance and inevitably great future of
the business. These men are essentially
modern, alert, and progressive, and, of
course, appreciate the difficulties as well
as the possibilities of the business.

This means high efficiency and the pro-
duction of cars of the best design and
quality at reasonable prices, with pleas-
ing appearance and comfortable riding
qualities and proper cost of maintenance.
The industry is becoming more and more
stable, the public learn more and more
how to operate and what to expect of
their machines, and what is due from the
producing companies, which have already
given the best there is in a medium of
mechanical locomotion.

SEEKS TO BUILD THE WEST

Trans-Mississippi Congress Will Meet
in Denver.

Will Specially Discuss Trade Re-
lations with the Countries of
Latin America.

The official call for the meeting of the
twentieth annual session of the Trans-
Mississippi Commercial Congress has
been issued. It will convene August 15
to 21 this year in Denver and the call is
sent forth to governors of States, com-
mercial bodies, and all organizations that
have a direct or indirect interest in the
building up of the industries and trade
of the trans-Mississippi region.

Thomas F. Walsh, of this city, is pre-
sident of the congress and has taken great
personal interest in its gatherings for
several years.

Governors of States are asked in the
call to name ten or more delegates from
each State. Mayors of cities may ap-
point one delegate. Commercial, trade,
and other civic bodies may name one
delegate-at-large and one for each fifty
members.

In calling the congress together in Den-
ver this year the executive committee
directs attention to the fact that the or-
ganization was created in Colorado, and
now, after a lapse of nineteen years, re-
convenes for the first time in the place
of its birth, after most successful series
of gathering unexampled in the history of
commercial organizations. This impor-
tant incident, therefore, impels the com-
mittee especially to urge upon the execu-
tive boards of the various States to make
this meeting a notable and one in every
way consistent with its high mission as
an educational factor in trans-Mississippi
development.

The executive committee presents to
careful consideration the question of
closer commercial relations between the
people of the United States and those of
the Latin republics, with special refer-
ence to the early completion of the Pan-
ama Canal and the consequent result
stimulating commercial development in
the trans-Mississippi States, to which
this international highway is directly
tributary. This year the congress will
convene at a point where discussion can
be held that will prove of wide educa-
tional value in promoting public interest
on this question, and along this line the
committee is requested to mention spec-
ifically a pan-American commercial con-
gress, to be composed of delegates select-
ed from the commercial industries and
maritime centers of this country and the
Latin republics, to convene at an early
date.

WILL DISCUSS WINE MAKING.

Congress Will Be Held in Paris to
Pass Upon Mooted Questions.

As is well known, wine is the product
of complete or incomplete fermentation
of the juice of fresh grapes. It has to
undergo many processes of treatment
from the time the grape enters the wine
press until its juice reaches the table of
the consumer. The fresh wine must be
"fined," also clarified, and its barrels
must be treated with the fumes of brim-
stone, &c.

How all these operations should be per-
formed so that the wine never ceases to
be pure is a question which will be sub-
mitted for determination to competent
parties, such as all wine-growing and
wine-producing syndicates. It is ex-
pected that they will be able to declare
how pure wine is to be produced, and all
proceedings which will not be contained
in the schedule thus furnished by the
wine experts will be declared illicit or
fraudulent.

This question is to be duly settled at
Paris this year. Another congress, to be
held at Brussels next year, is to deliber-
ate on the methods of analysis for
discovering fraud in the manufacture of
food products.

GROWS WILD IN BRAZIL.

Piassava Furnishes Fiber for
Brooms, Brushes, &c.

The Attalea funifera, commonly called
piassava, and yielding the well-known
fiber used for brooms, brushes, &c., as
well as the coquillo nut, used in the
manufacture of beads, buttons, cigar
and cigarette holders, &c., is found in a wild
state in many coastal sections of Bahia,
but especially in its southern part, nam-
ely, Santa Cruz, Belmonte, and Porto Se-
guro.

It is a species of wild and trunkless
palm, with nothing but a clump of tall
and heavily stemmed leaves which grow
only in extremely sandy soil that appar-
ently has at one time formed part of the
bottom of the sea. The land upon which
this palm grows in the south of Bahia
looks very poor, and has for some
sagebrush, cactus, and other plants char-
acteristic of alkaline soil, is fairly devoid
of vegetation.

The fiber is a sort of hairy and pliable
bark that grows around the stems, from
which it is stripped off annually. This
mass of bark is first soaked in water for
some days, until the pulp and useless
tissues have rotted out, and is then dried,
cleaned, combed off, cut into specified
lengths, and sorted according to quality,
after which it is ready for export and
manufacturing purposes.

Must Have Name of State.

One important point in the Mexican
postal law is that the government does
not contract to deliver mail addressed
to a city on which the state does not
also appear. There are a number of
cities of the same name in the different
states, and a failure to write the name
of the state, obtaining to-day, reverses
the government of responsibility for its
delivery.

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Out of the question? Not at all!
One brief interview with a
member of our sales department
will convince you of the feasi-
bility of the suggestion.

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ford to buy in Chevy Chase.

There is no uncertainty as to
the wisdom of such